Dual Sport News

... Newsletter of the ***Dual Sport Owners Group***

January/February 1999

KTM 640 LC4

INSIDE THIS ISSUE: ☞1999 KTM LC4 ☞ SuperTrapp IDS Quiet Series Muffler ☞Dirt Fazer ☞ Saeng Night Cutters ☞ Touratech Aluminum Panniers ☞New Mexico Trip Report ☞Heavy Metal ☞Technical Insights☞Moose Fender Bags☞Bicycle Carriers☞How To Pick Up Your

PERSPECTIVE

Gino Pokluda

Turning the Corner

I don't claim to be and expert at analyzing the motorcycle market, nor do I have the inside scoop on what the various manufacturers have planned. I do however, keep abreast of what goes on in the industry and try to make some intuitive deductions about the future of the motorcycle industry. Over the past two years I have been cautiously optimistic about the future of the dual sport segment, despite the fact that the sales of these machines have plummeted to the point where, last year, scooters out sold dual sport bikes. None the less I'm optimistic because for the first time in a long, long time, there is a significant number –7 to be exact- of new or redesigned dual sport models slated for release on US shores. To make this even more intriguing, all of the said models are from Europe. Japan, so far, has not announced a single new or redesigned dual sport to the US market.

Husqvarna leads the way with two new dual sport models. The TE410E and TE610E will be Husqvarna entries into the dual sport market. Both electric start bikes take clear aim at KTM with their very lean stance and dirt bike-like suspensions. The TE410E will displace 399cc while the TE610E will displace 577cc. Both bikes will be available in the spring of 1999 with the TE610 being in the $6,000 - $7,000 range.

Cagiva enters the large dual sport fray with the 900cc Gran Canyon. This machine has been receiving rave reviews from the European press with its light chassis and sport bike look. The 600 Canyon may make an appearance this spring also, but that is doubtful at this time. In an interesting note, Cagiva now owns Husqvarna and the new Cagivas will be sold through Husky dealers.

Aprilia will bring in the Pegaso 650 into the states this year, though a dealer network for the marque is yet to be established. As most know, the BMW F650 is heavily based on the Pegaso, so the pricing of the Aprilia should be competitive. Distribution channels for Aprilia are unknown at this time.

Triumph brings its redesigned Tiger to the heavyweight dual sport market this year and Moto Guzzi brings the Quota. Both of these machines will do battle with the perennial but aging BMW R1100GS.

Finally, KTM is bringing its redesigned 640 LC4 to the US for 1999. The Adventure R, which received some minor changes, will also return to the America for 1999.

Does all of this news of new models mean that dual sport market has turned the corner and will be on the upswing? We won't know for a couple of years. If you look at the current boom in the cruiser market, it started in 1992 and didn't reach its peak until 1997. Fortunately European companies, unlike their Asian counterparts, do not abandon their new models after a year are two and are more likely to keep these new machines stateside for a while. So maybe after a couple of years, the market will begin to take shape and revive itself with new generation hardware. One thing is sure, however. The European manufacturers have issued a wakeup call to the Japanese. We can expect an answer from the East soon.

Send subscriptions, comments, articles to:

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Disclaimer

All technical tips, product reviews, bike modifications and any other advice printed in *Dual Sport News* are only for the purpose of information sharing. Modifications made to your bike are your responsibility and *Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world.

Gino Pokluda. Editor

WHAT'S NEW

Cover Photos

The 1999 KTM 640 LC4 ready for business. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

New Web Page Address

Webmaster, Bill Haycock, has decided to start migrating the KLR650 web page to the all brands world and will be the official web site of Dual Sport News. He is looking for articles on all brands of dual sports, so be sure to e-mail him your contributions. There is also a great dual sport Bulletin Board on the web sit. Check it out at **www.dualsport.org**. We would really like to add more pictures of our group, so please submit photos for the photo album.

(Continued on page 4)

Ever wanted to carry a bicycle on your motorcycle? **Cycle By-Cycle** makes a two bicycle carrier systems for motorcycles. The side mount is for rough dirt roads while rear "pull" mount for street. The side mount is most appropriate for dirt and dual purpose motorcycles, where as the rear pull system works great for any kind of motorcycle with a rear rack. Both systems are simple, lightweight (aluminum tubing), durable, quick to mount the bicycle and quick to attach to the motorcycle. Mark Schuette, owner and operator of Cycle By-Cycle has logged hundreds of miles on both systems and has a ball enjoying both sports in the same outing. The system gets lots of smiles and hoots from whoever sees it. Each system sells for $245 plus shipping. If you have a motorcycle he hasn't done before he can develop a template over the phone or through the mail. Give him a call for more info.

Mark Schuette, Cycle By-Cycle Carriers, 1440 1/2 NE 7th ST., Bend, Oregon 97701
541-383-3845

Saeng/TA Night Cutters

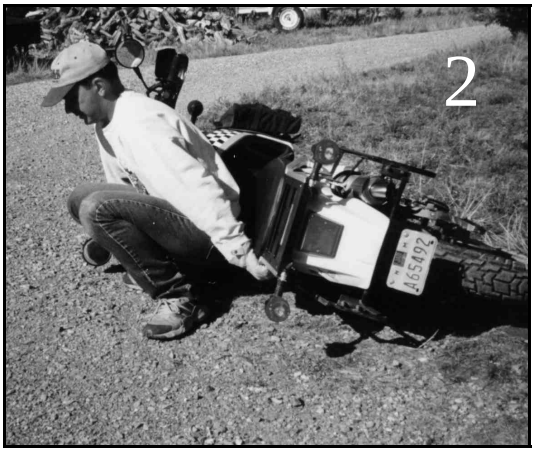
In motorcycling, there are some things you just can't have too much of; horse power, torque… lights. Yep, I said lights. How many times have you been riding at night and said to yourself, "Boy, I wish I had a lower wattage light." Never, right? Saeng offers the Night Cutters for those who want extra lights in a nice small package and multiple mounting modes and two lens types. The Night Cutters come in bar mount, body mount, and for mount configurations with clear or amber lenses. They have the patented micro lock adjustment system, which allows the light to be aimed and locked with no tools. Standard Night Cutters come with 55watt lamps, but can be down graded to 35watt bulbs for bikes that have less than 200watts of electrical output. I ordered the clear lens models that had "body-mount" bases which allow the light to be mounted to a body pies like a fairing. I mounted them to the mini-fairing on my KLR650 and used the Saeng wiring harness to hook them up straight to the battery. The body mount is solid and does not vibrate nearly as much as I thought it would have. I also installed the 35watt bulbs which require you to swap connectors since the 55watt bulbs have a spade connector and the 35watters have a bullet connector. Even with the downgraded bulbs, the Night Cutters do an admirable job of lighting up the road.

You can reach Saeng at SAENG/TA CORP, PO Box 1246, Columbus, NE 68602 USA. Or you can call 800 868-7464, Fax 402 562-6777 or e-mail at saeng@megavision.com. Night Cutters cost $114.95 and the wiring harness is about $10.00.

KEEPING UP

Pick it up!

Becoming a skilled motorcyclist requires practice. You practice braking, counter steering, avoiding obstacles and many other skills that hone you into a proficient rider. One thing few people practice is picking up their motorcycle after it falls over. Even small displacement machines can be a handful to pick up, so it is a good idea to practice righting your machine when gravity takes over. The best way is to lift the bike from behind you, using your thigh and leg muscles (the strongest in your body), to do most of the lifting. It may seem awkward, but it works and your back will thank you for it. So have a friend come over and help you lay your bike on its side and practice until you can lift your machine quickly and easily. Pictures are worth a thousand words, so here is the



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KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to klr650@lists.xmission.com.

DUAL SPORT Mailing list

For those wanting a little more variety, there is DUST, the dual sport mailing list. Send the message "subscribe dust firstname lastname" to listproc@dorje.com.

IMPORTANT DATES

Utah Get-Together

June 3-6, 1999, Moab, Utah.

Utah Get-Together T-shirts BLOWOUT

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REVIEWS

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$9.00 includes shipping!

All remaining Utah Get-Together T-shirts, sizes XL-XXL are being blown out to make room for the new **Dual Sport News** T-shirts coming out this spring. The Utah Get-Together T-shirts have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton. Send check to Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

Advertising Policy

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new Corner Store section; where businesses that make items specific to motorcycling may

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MOOSE "DUAL SPORT FENDER BAGS"

By Steve Kohlmann

Just when you thought you couldn't find another spot to load more gear onto your off-roader, Moose Racing Products comes through with another reason to open the wallet.

Fender packs come in several choices of sizes but if you're like me and believe you can never have too much storage space on your bike (I also own a Gold Wing and STILL don't have enough room to pack all my stuff) you'll go for the large "Dual Sport Fender Bag" version. The bag is held onto the front fender by four clips which secure to the edge of the fender and are then "cinched" down with two adjustable straps with locking buckles. These straps either compress the pouch or when loosened, expand it to allow for more storage capacity. Opening and closing the bag is done with an oversize zipper.

With several rides under my belt through some serious off road trails, the pack hasn't moved an inch, although I still do check to make sure it is secure before every ride. Removal of the pack can be achieved in a matter of seconds by simply unclipping the two buckles, something you should keep in mind when leaving your bike unattended.

While large enough to hold your favorite set of tools, spare tire tube with CO2 carttriges or that much needed first aid kit you never had room for, it still maintains a low enough profile as not to interfere with the beam of the headlight.

Although the pack is made of durable Cordura and is able to hold a large amount of your favorite do dads, it isn't waterproof and items placed inside it may need to stowed inside a zip lock bag to keep it dry or dust free. At about $24.00, the pack is not only a bargain but a "no brainer" when making your selection of new things to buy for your bike.

Colors available: Black, red, blue, purple.

Size: Wide: 7.5 Inches; Length: 11 Inches; Expands to: 2.5 Inches deep

Supertrapp IDS Quiet Series

By Gino Pokluda

Want to take a guess on what is the most popular modification to motorcycles? You got it, after market exhaust systems. I have always had mixed emotions about after market mufflers and exhaust systems. I like the idea of more power and reduced weight, but do not like the noise factor that comes along with the package. Supertrapp has been making exhaust systems for motorcycles and four wheel vehicles for many moons now and have sold their external disc series mufflers successfully in a variety of applications. Unfortunately, the external disc series could never really control sound adequately and the way in which the discs bolted to the muffler body resulted in stripped bolts and soot covered bodywork.

All that would hopefully change, however, with the new Supertrapp IDS series. Supertrapp boasts that the new IDS series has the smallest overall diameter of any after market four-stroke muffler. Supertrapp engineers will also tell you that the new IDS series will not have the stripped bolt syndrome that plagued the external disc models since the discs are enclosed in the muffler body, protecting them from the elements, and only three larger bolts are used to secure the discs to the core body. I was further encouraged by the engineer claims that the IDS Quiet Series is much quieter than the E.A.R model and that the IDS system was tested and perfected on a KLR650.

With all of this in mind, I decided to give one a whirl, so I ordered up a Supertrapp IDS Quiet Series muffler for my KLR. The

.... Reviews

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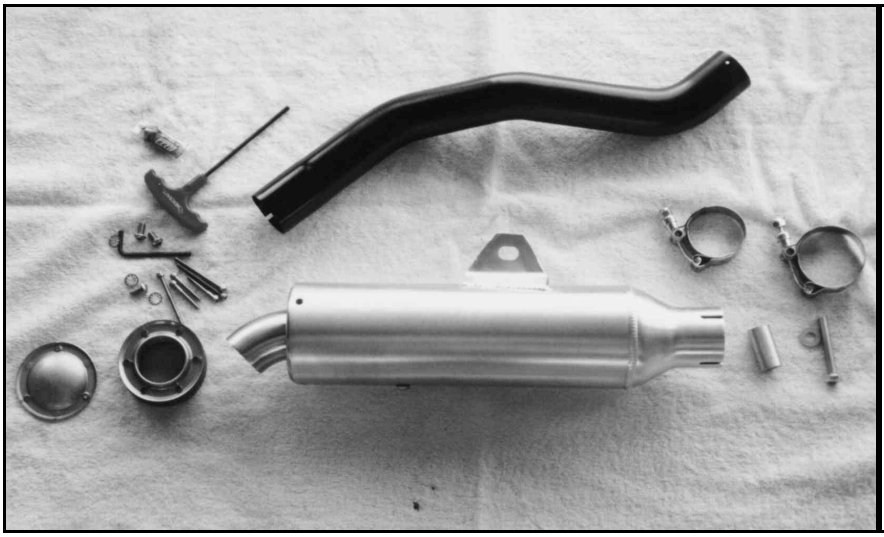
package arrived a few days later with all of the components packaged neatly and a set of comprehensive instructions. Interestingly, the system comes with ten diffuser discs although the instructions say that no more than eight discs should be used on the Quiet Series muffler. The muffler is easy enough to assemble with the nifty Allen wrenches supplied with the muffler, be sure to use plenty of anti seize on all of the bolts. Hearing other riders experiences with the IDS, I decided to remove the cheesy Supertrapp sticker from the muffler. A few minutes with a heat gun and the sticker peeled right off the muffler body. Imagine how long it would last on a hot muffler. If you leave the sticker on it will leave a discolored mark from the glue baking on, so just remove it and clean the area with a good solvent.

With the muffler assembled, I was ready to install it on the bike. The intermediate pipe that joins the muffler to the header pipe fit up snuggly, but I applied a thin bead of high temperature silicone anyway to ensure a leak free joint. Now it's time to fit up the muffler and this is were the problems began for me. No matter how I positioned the intermediate tube, I was unable to position the muffler far enough away from the rear fender. No problem, I simply made a spacer and loosely mounted the muffler to the rear subframe. Once I was happy with the positioning of the components, I tightened everything up, which led to problem number 2: the muffler refused to tighten up to the intermediate pipe. Even with the clamp at tight as I could get it, the muffler would still jiggle on the pipe. A generous bead of high temp silicone took care of that problem and 24 hours later, the 'trapp was ready for testing.

I should mention that my bike was rejetted prior to this test and that I think rejetting a carburetor is necessary when adding any after market system no matter what the manufacturer says. Thumb the starter and the most wonderful mellow, throaty sound emanates from the brushed aluminum muffler. Blip the throttle and you are rewarded with a deep, robust bark that should be mandatory for all thumpers. Pulling away, I noticed a power increase in the low-end and mid-range, but nothing in the top end of the power band. That really didn't matter, though as dual sports are more apt to need the power in the bottom end than the top. So the IDS Quiet muffler gave the big thumper extra power and a nice sound. Unfortunately, the honeymoon with the Supertrapp was over after a mere 400 miles, when the muffler was not quiet anymore and the lusty exhaust note I heard the first time I started the bike was replace by the sharp bark characteristic of most Supertrapps. I know a muffler like this needs to be repacked periodically, but after just 400 miles, give me a break.

Aside from the degradation in sound and poor fit, the Supertrapp performed well giving my bike a noticeable (seat-of-the-pants) bump in low-end power. It definitely performs better and is quieter (even in its louder state) than the older style, external disc E.A.R series. I should note that other riders have not experienced a fittment problem with the Supertrapp IDS series and it is possible that my problems may be an isolated case. With that said, The Supertrapp IDS Quiet Series is not the perfect dual sport muffler, but it is better than anything else out on the market at this time.



What you get for your money:

Clockwise starting at upper center.

Intermidiate pipe, clamps, frame mount bolt and spacer, muffler, diffuser plates, end-cap, diffuser plate bolts, washers, allen head wrenches and tube of anti-seize.

(Continued from page 5)

sell their products. The advertisement may be changed as many times as needed as long as the changes are received by DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years subscription to DSN, an advertisement up to but not exceeding 3.5"X3.5" and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the DSN. You may advertise your motorcycle event two issues in advance. Simply send in a description of the event, dates, times and point of contact and it will get published.

Rights of refusal.

Dual Sport News reserves the right to edit or refuse publication of any Basic, Deluxe or Event advertising if it deems the nature or content is not appropriate.

If your mailing label

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1999 KTM 640LC4

Gino Pokluda

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has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of DSN while keeping the cost to subscribers low.

HELP WANTED

We will be in need of help at the Utah Get-Together. Some of us are planning to arrive early and do some trail maintenance for the USFS and BLM. We will also need help with registration, ride coordinating and helping out with the Saturday night dinner and general errand running. If you would like to help, give me a call. **Get involved**. - Gino

Bulk Mail Delays

My apologies for the delay with regards to the November/ December 1998 issue. That was my first experience with bulk mail, which can take up to three weeks for delivery. I will be gradually moving up the deadlines for article submissions so that I can get the issue to print sooner and thus

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I never really paid much attention to KTM motorcycles. I knew they were good motorcycles, but they seemed somewhat raw and uncompromising, like a Pit Bull with soccer cleats. None the less, KTM's have a loyal following and eventually I began to get interested in these dirt bikes with lights, but never really expected to get very enthused about the offerings from Austria. KTM's forte however has always been in off road ability with a no-holds-barred approach to building competent machines. Unfortunately, for some reason, KTM seemed obsessed with burdening the potent, non-balanced motor with quirky carburetors that never really mixed fuel and air and gave the bikes a notorious reputation for poor performance. Adding to this was the "bits-o-bike" look, which gave the bike a made-from-kit appearance. All of that has changed for 1999.

I'm not exactly sure what happened at the KTM factory in 1998, but something wonderful transpired. For the first time, I think engineers, marketers, and stylists were seated at a table with the mission of redesigning the KTM 620 RXC and they actually listened to each other. The result is the 1999 KTM 640 LC4.

Let's get one thing straight first. The KTM 620 was actually a 609cc motorcycle and the 640 LC4 is actually a 625cc. That's a net gain of only 16cc all gained from increasing the stroke to 78mm. While we are on the subject, let's talk about the only other change in the engine compartment; the new carburetor. KTM wisely decided to ditch the Quick Silver and Dell Orto jetless carbs and go with a Mikuni CK-59. This is the performance change that all riders will notice. I'm not sure what the addition of 16cc does for the LC4, but the new carburetor makes a world of difference. KTM's design team obviously opted to make strategic changes to the 640 rather than an all-out redesign. While most of the chassis remains the same, the 640 does get the White Power Extreme front and rear suspension this year which, as I found out later, greatly improves the big KTM's prowness off road.

KTM could have just made the mechanical changes and had a great motorcycle for 1999, but they decided to change the bikes appearance and what a job they did. The 640 LC4 is a most visually striking dual sport with aggressive styling that would leave some sport bikes designers red-faced. Let's just start at the front and work our way back. An integrated brace is incorporated into the front fender which should make fitting a fender bag a breeze. A very potent headlight with minimal fluting and a sleek front cowl give the front a very aggressive look. An all new 3.2 gallon plastic fuel tank has a latched, locking cap that is not encumbered by a vent hose. The vent hose exits the tank just below the cap and neatly drops out of the way, making its way to the charcoal canister, which is on all US bikes. Sleek, flat radiator shrouds cover the twin radiator, but remain tight to the bike. A new styled seat is a bit wider than the 1998 model, has more compliant foam and integrates nicely into the tank. The rear of the bike is graced with a stylized package rack made from a plastic composite and a beautiful oval taillight that looks like it was lifted from a cruiser. Topping off the styling are color coordinated turn signal housings, some zoot looking mirrors and tasteful orange and black color sce. What really makes an impression on me, is that KTM was able to produce a very

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Trip Report:
New Mexico 1998

by John Atkins and Charlie Coons

John arrived at my House on Sunday after Valentines day and we loaded the bikes. John had to remove his windshield and mirrors to get the bike in the van. The windshield is not exactly QD, but we got the job done. The van contained an XT350, a DR350 and the usual bags of gear. After loading the bikes we adjourned to the computer to program some route info into the GPS.

Monday - We left Waseca at 6 am and drove to Meade KS. Not much of interest happened except that John was intrigued with the engine temperature control device that I added to the van.

Tuesday - We went to Las Cruces NM with the obligatory stop at Tucumcari for the first good Huevos Rancheros of the trip. We arrived at the home of our gracious host, Sam Davis, around 5:30 pm. Since we were staying with Sam he bought us supper. We got him back later for that. You have to be really quick to get the bill before he does.

Wednesday - It started out pretty cool, around 30°F. We went to the Downtown Mall to see food and crafts for sale, but it was so cold that few vendors were out. The bakery people were there, however, so we had a few sweet rolls. Extra good. Around noon we decided to go for a short loop ride to check things out. We traced part of the start of the Butterfield Stage Line (BSL) from near Las Cruces to the Lazy E Ranch. Members of the first NM trip will remember spending a day trying to get across the Lazy E. We found our way over a small range of mountains and past what appeared to be the ruins of a stage stop. As we approached the Lazy E ranch site from the east the sun was getting pretty low, so we headed back to Sam's. When we got back Sam had the Delorme software loaded so we were able to suck some of our route out of the GPS and view it on the map.

Thursday - We decided it was time to get on the road, so we packed 4 days worth of clothes and took the short way back to the Lazy E. We then headed up around Massacre Peak and west on the BSL to a Hyatt Ranch. It was pretty straightforward with the GPS guiding us. As we approached the Hyatt place the gate was festooned with no trespassing signs. Since we were already on Hyatt property we ignored them. As we entered one of the Hyatt brothers ambled over to talk. He was the prototype rancher. Tall, lean, quiet and tanned. He was friendly and didn't mention the signs, but did give us directions to our next stop, Fort Cummings. We got our final directions to the fort from another Hyatt brother. Same as the first. The ruins of Fort Cummings are crumbling fast from the combination of weather and people. They are un-attended and at the end of a dirt road, but some people do get there. The nearby Cookes Spring Stagecoach stop has a partially restored spring house, but little else. After soaking up the ambience for a while we headed to Deming for the night.

Friday - After stops at the tourist info center for maps and the BMW dealer for chain oil we headed for Hachita on ranch roads. Some of these roads are quite faint two tracks and the scenery in the small mountain ranges is nice. Another friendly rancher helped us find our way on roads even Delorme doesn't list.

Our goal for the day was to go across San Luis Pass on the dirt road. After lunch in Hachita we headed for Antelope Wells which is right on the border. Actually there is no town, just the official buildings. After 45 miles down the blacktop road we found that the former state highway across the pass had been deeded to Phelps-Dodge and was closed to the public.

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get them you closer to the beginning of the month for that given issue.

NEXT ISSUE DEADLINE

The deadline to receive articles for the next issue of Dual Sport News is **February 1, 1999**. Start writing!

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If your mailing label has a date in the upper right hand corner, then you will receive DUAL SPORT NEWS up to that date. If your mailing label has **SAMPLE** or **RENEW** in that spot, then this will be the only issue you receive until you subscribe or re-subscribe. Subscription is $15.00 a year for six issues. If you are outside the United States, the rate is $20.00 US.

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... KTM 640LC4

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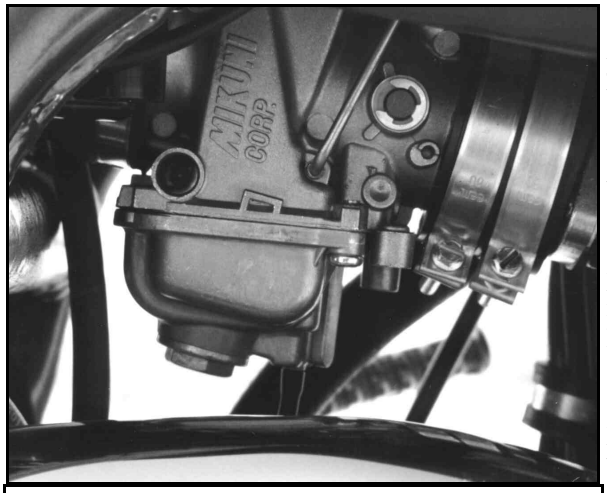
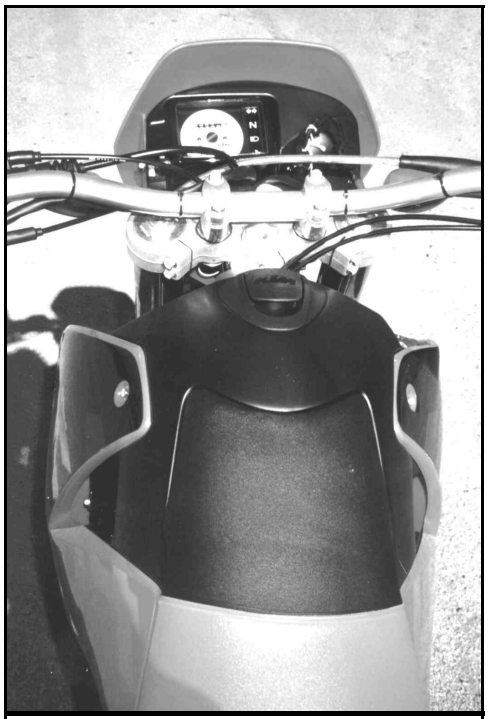
good-looking dual sport without adding tons of plastic.

Okay, enough of the shop talk, let's take her for a spin. Engage the bar mounted choke and thumb the starter and the 640LC4 jumps to life with a mellow exhaust note from the trademark KTM/Supertrapp stainless exhaust system. After a minute or so of warm up and we are on our way. The Mikuni carbureted 640 responds crisply with just a hint of leanness off idle and seems significantly smoother that the 620 motor. The transmission is slick and effortless with a large jump between first and second gear getting your attention during downshifts. Neutral is almost impossible to find with the engine running. The view from the saddle is clean and uncluttered with only a speedometer and the requisite idiot lights consisting of high beam, turn signal, neutral and temp indicator lights. Switch-gear remains the same as the '98, but is now mounted on non-braced, non-tapered aluminum handlebars. Your hands will also feel the wind now as hand guards have been deleted from the standard equipment. With a 33" inseam, I find the seat height of the LC4 stratospheric, requiring me to shift one cheek off the seat to plant a foot firmly on the ground. Once the KTM reaches operating temperature, it simply becomes a point-and-shoot traffic missile. Its narrowness and torquey motor will have some tempted to put sticky street tires on the aluminum rims and wreak havoc in the urban jungle, but that would be a waste as the 640 comes into its own in the off road world.



The name says it all. Mikuni makes some of the best carburetors around and the LC4 now has one of them

First on tap for the off road portion of our program is fast, graded dirt road with some washboard thrown in for good measure. At 50 to 60mph, the KTM seems bored, soaking up the washboard with a taut feel in the suspension. Next comes some two-track with ruts and rocks. No problem, drop down to second gear and point the LC4 in the direction you want to go. Sand that would have my KLR's front end hunting like a dousing stick proves no big deal for the White Power 5060 conventional front fork. Pick a bad line through some ruts? That's okay with 11 inches of travel front and back are there for you to spend anyway you wish. Have to climb a berm? The nicely matched Michelin T63 street legal knobbies will climb with no complaints. The two-track trail becomes a single-track trail and the KTM 640 remains composed. Snick into first gear and get on the pegs. The narrow tank allows you move forward without splaying you legs, but the trendy mirrors hit your arms when you try to weight the front end. With a dry weight of just 309 pounds, the 640 moves nimbly along the trail with never a hint of top heaviness. Throttle response in the low first gear is a tad bit jerky and you will need to practice modulating the throttle in tight quarters.



It doesn't get much more spartan than this. Notice the non-braced bars, locking gas cap and the how the seat into the fuel tank.

Exiting the trail comes too early for this entertaining bike, and I merge onto the black top. The traits that make this machine a great off roader, narrowness and lightness, make it less than exciting on the open highway. With more of your body exposed to wind blast and knobby tires wailing away on the hard surface, the LC4 becomes very busy at 65mph. Never the less, the tall fifth gear and powerful engine make the 640 willing if you are able.

Now for the nit-picks. One flaw I see with the KTM is its lack of a side stand. The bike has a very sturdy center stand, but you have to get off the bike first to deploy it. No big deal, you say? Try doing it on uneven ground or with a duffel bag strapped on that nice rack back there. Do so successfully and you'll be recruited for the US gymnastics team. Also, the stock KTM tank is too small at 3.2 gallons. The good news, however, is that the 4.5 gallon tank from the European only 640LC4/18L will be available next spring and will fit the US spec model. Finally, the slick looking mirrors have to go as they get in the way of your arms when you stand on the foot pegs.

The asking price for a 1999 640LC4 is $6598.00. While this may seem steep when compared to comparable machines, the 640 is bristling with top shelf components and features. Brakes, for instance, are premium

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... KTM 640LC4

(Continued from page 9)

Brembo calipers with large rotors and steel lines. Suspension is White Power Extreme, very choice. Axles are nutless, for easy removal, the clutch cable has a nice, large thumb adjuster, there is a manual compression release for the times you have to use the standard kick start. The stout, aluminum swingarm is polished, the rear shock is protected by a splash guard, and premium DOT knobbies are fitted to enduro class 21 and 18 inch wheels.

With the 1999 640LC4, KTM has upped the ante in the dual sport market. They have been the first company to successfully meld competence, style and value into a dual sport motorcycle

The stylish rack is made from a plastic composite. The tasty taillight looks like it came from a cruiser accessory catalogue.

and did so without compromising its abilities and shrouding the machine in vulnerable plastic. This is “dual sport of year” material, here folks. Unlike its rough-hewn predecessor, you can take the 640 out to the boondocks, ride it hard, drop it, take it home and wash it and it will still look good enough to park in the living room and ride to work the next morning. That, my friends, is a dual sport.

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... Trip Report

(Continued from page 8)

Back to Hachita. At Hachita it was starting to look like we might get rained on. Rain was sweeping across the southwest and we decided to head into it hoping for good weather the next day. Portal was as close as any other lodging and it was straight west, so we went there. It looked really bad but only rained on us for the last 7 miles.

Saturday - We awoke to bright sunlight so left relatively early to visit the nearby Geronimo Surrender site. It was about 7 miles of mud, but we made it and found the site. There appeared to be other good riding in the area, but we wanted to go a little farther west so headed out and on to the Rucker Canyon road. It looked muddy, but we thought surely it would dry up as we went up. 40 miles of mud in about 4-5 hours. After Rucker Canyon we were hungry so headed for Sunizona where we found our favorite restaurant closed. There is another one there so we had a Chili-burger and saw the same cowboy that was there the last time we were. GIANT six shooter on one leg and GIANT Bowie knife on the other. He was reading Popular Science in the restaurant. After our rather late lunch we looked for the road to Middlemarch Pass over the Dragoon Mountains, but couldn't find it. As it got dark we looked for a place to stay and ended up shooting 30 miles up to Wilcox. We got a room for $30, but it was about like an old Motel Six.

Sunday - A good breakfast in the local ice cream parlor made up for the rather plain accommodations. A gas station owners told us it was a good place to eat, but said "His prices are so cheap you better get over there quick before he goes out of business." At breakfast we asked where to get a copy made (of a map). Our host also owned the computer store next door which he opened to make the copies for us free of charge. As he went to make the copies he said "Watch the place for me." We were in charge! No customers came in while he was gone. Drat!

After breakfast we headed to Cochise and Dragoon to attempt to find a forest road down to the Middlemarch Pass road on the west side of the pass. We ran into the "People from California" who bought land and locked the gates. Back to the hard road and through Texas Canyon to Sibyl. Now we were on another great dirt road heading for St. David on the north side of a big dry wash. At St. David we planned to head back on a two track that followed the south side of the wash to get back on the forest road. We spotted a two-track heading across the wash and decided the shortcut was a good idea. Well, it went MILES up smaller dry washes with DEEP sand. If we were cold, that warmed us up. Finally we got out and on the road only to find another locked gate. We saw a power line road nearby that we took for many miles past many locked gates until we came to one with no locks and no signs. Heading east we finally got to our forest road and eventually to Middlemarch Pass road.

The pass was a good ride and we arrived on the east side

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TECHNICAL INSIGHTS

By Elden Carl

It has been a great year to ride. In early October, my wife and co-rider, Pauline Read and I headed for Copper Canyon with a group of friends. We met Bill Haycock at Nuevo Casas Grandes in northern Chihuahua Mexico.

The next day Pauline and I on our KLR joined Robert Buchanan (of Buchanan wheels fame), Bill Haycock, and his two pals on a 90 mile dirt ride up rocky and beautiful Cuesta Blanca and through the Sierra Madre mountains to Madera. It was a great, thrill riding through Pancho Villa country on our KLR's and a lot quicker than Pancho made it on horseback. We also road down into Copper Canyon, but since Bill was the tour leader, I'll let him tell that story.

House of Motorcycles called me in mid-October and asked me to help four young men from Israel set up their brand new KLR650's for a 25,000 mile trip south of the border. I spent part of two days helping Avi Feshali, Ohad Uzeil, Ariel Ardel, and Lior Berler set up their bikes. The most important thing I did was to show them how to make valve adjustments since most KLR's tend to tighten in their early lives.

A couple of weeks later, I got a call from Mexico City and was advised that all of their valves had tightened some. I advised them to move shims around as much as possible and order what shims they needed from House of Motorcycles 888-499-7706. They received the shim shipment (say that three times real fast) in just 15 hours.

On Thanksgiving Day, I received a phone call from the boys who had just arrived in Guatemala. One of the guys had evidently turned his balancer adjuster bolt all the way out instead of 3 turns and they had some engine noise. I told them to readjust all of the balancer chains using the three tuns out and tap and tighten method. I haven't heard anything else but just hope the 2mm thick washer didn't fall off the end of the adjuster bolt when it was turned out.

I keep running into riders on new KLR's that don't think the valves need to be adjusted. I talked to two the other day at the Tecate border who were on they're way tp Cabo San Lucas and hadn't even made the 500 mile first check! Once KLR650 valves seat in, they do not move much. Most move a lot in the early life of the engine though. My routine for valve adjustment on a new KL engine is as follows. Keep in mind that the stock settings are .004" to .008" for instake and .006" to .010" exhaust.

1. During break-in, I check the valves at 500, 1,500, and 3,000 miles. I keep them on the loose side, 006" to .008" intake and .008" to .010" exhaust.
2. At 6000 miles, I do another check and if they haven't moved, I set them at .005" to .007" instake and .008" to .010" exhaust.
3. From 6000 miles on, I only adjust every 10,000 miles.

During my 123,000 miles of KLR riding, I've never found my valves out of spec using this method.

I wouldn't go on a 25,000 mile trip until my valves were completely seated in (6000 miles) and then I would the proper spare shims along. There's something to be said for threaded valve lash adjusters.

There is one other thing every KLR should have and that's a manual fan switch in case the sending unit or automatic switch fails. One of Bill Haycock's friends had this problem in the bottom of Copper Canyon, but was saved by some creative wiring. I've never had a problem with my radiator fan, but I've had a switch and wiring kit sitting on my bench for a year. I think I'll install it.

A couple of weeks ago, Rod Morris and I arrived at American Tecate (we call it Tecatito) and were part of an unusual mix of bikes gassing up and getting ready to cross the border. There were four BMW R100GS's, three Suzuki DR350's and a lone KLR650. Rod and I on our DR350's, rode with Mike Miani, 88 R100GS, Ron Spicer, 89 R100GS and David Williams, DR350, for about 85 miles of mostly dirt before splitting off. Ron had a bad start after leaving his wallet with $200.00 in the restroom only to find it gone when he returned. His friends were able to help him out and he continue the trip to Mikes Sky Ranch. Never let your guard down in a border town.

Gil Vaillencourt of Works Performance phoned with an interesting question. Does it matter what position the balancers are in when the balancer chain is adjusted on a KLR650. I've never seen anything that indicates that the balancer position matters and in 54,500 miles before I rebuilt my 1993 KLR650 engine, I had no trouble. Also, fom 1996 on, the adjuster spring is stronger than before. It wouldn't hurt to put the piston at TDC and do the adjustment when the

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...Technical Insights

(Continued from page 11)

engine is warm and the oil thin.

The Father of Long Travel Suspension, Chas Curnutt taught me long ago that the longer the shock shaft, the better. I always look for bikes like the KLR650 and DR350 with a smooth lever curve and good shaft to wheel ratios. By the way, Works Performance has shocks for the KLR , Dr and most other motorcycles. They also do "heart transplants" for most stock shocks.

Don't over torque your rear sprocket holding nuts on the KLR650. The manual has the wrong specs in it. Use the 8mm flange nut specs from the manual instead. Speaking of sprockets, high quality J.T. sprockets are now available for most bikes. They have both steel and aluminum with very tight tolerances. The steel sprockets for a KLR come in 42,43,44, and 47 tooth sizes. Both front and rear measure beautifully. The counter shaft sprocket is almost and interference fit and has to be tapped in place which should help 87-89 model year KLR650's. If your dealer does not stock J.T. sprockets, tell them they can order them through the J.T. distributor, Southern Motorcycle Supply in San Diego, 619-560-5005.

Finally, bikes like the DR350 that have a steering head style lock will have dirt pass through the slot and enter the steering stem bearing area. You should use silicone or RTV to plug up any holes and extend the life of your steering head bearings.

TECHNICAL QUESTIONS WANTED

Have a technical question you want answered? Send it into to us and we'll get an answer for you regardless of brand. We have managed to establish a great resource of knowledgeable dual sport enthusiasts who can answer just about any question, bike related of course, you can ask. Send tech questions to Dual Sport News, PO Box 698, Sandia Park, NM 87047 or e-mail to k650dsn@aol.com.

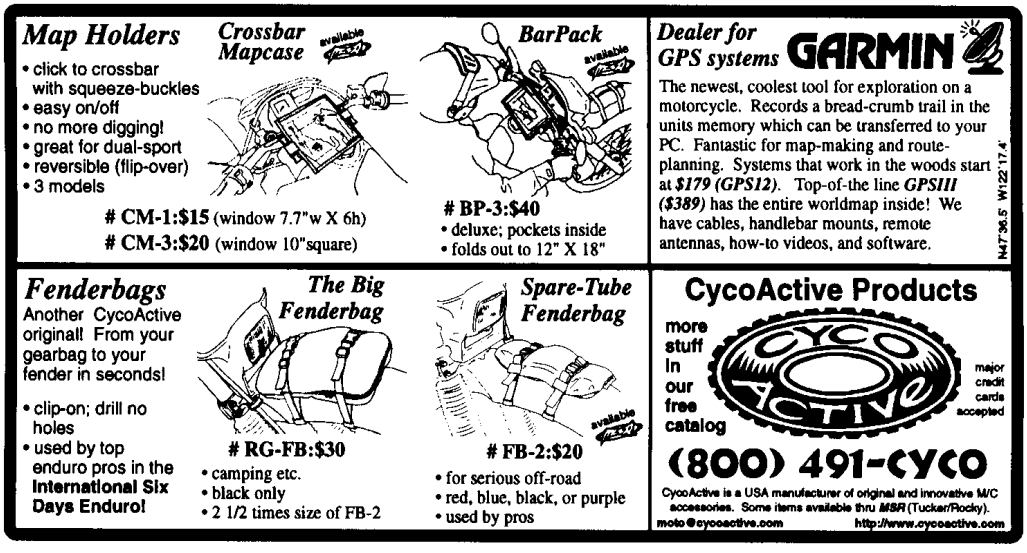
A Suspension Primer

Gil Valencourt
Works Performance

The purpose of the suspension is to maintain ride height and thus stabilize the steering by maintaining chassis integrity; that is if you are a racer. If you want a cush ride, the purpose of the suspension is to absorb an impact by spreading it out over time, to the detriment of the handling. In other words; the racing suspension reacts quickly to impacts, and returns to ride height rapidly, in order to be ready to deal with a further impact, while the cushy suspension does this slowly at the expense of maintaining ride height and chassis integrity. In all cases impact is both dissipated in compression damping and stored in the spring. The rebound damping processes the energy stored in the spring. The spring only stores the energy, while the damper converts the energy to heat

The energy that we are referring to depends on a multitude of factors that interact in no particular order; the weight the rider and how he interacts with the motorcycle, the amount of power available to generate speed, the terrain, internal friction in the suspension, the tires. How hot the shock gets is influenced from how much energy it has to dissipate, the shock placement in the airflow the radiating surface available, the length of the reservoir hose, and it's placement, the ambient temperature…

Well I managed to make that a complicated subject. The bottom line is that the most important part of the equation is something that all manufacturers have struggled with, case in point; in the 1999 Yamaha Yz ads, they refer to the new and improved link ratios. Surely, if it were that simple, the very smart people at Yamaha would have all that figured out years ago. Do you want to bet that there is a yet new miracle link ratio curve on the horizon, for the next millenium?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HOME GROWN

Manny Barqueiro

Dirt Fazer

The Dirt Fazer started out as a 1986, Canadian model (750 not 700cc), FZX750 Yamaha which is a power-cruiser styled like a V-max but with the FZ750, five-valve inline four. Originally it had a sixteen inch front and a fifteen inch rear wheel, 38mm front fork, is a low-slung, short reach to the bars, wonderful good handling bike. The black bike in the driveway pictures is the stock version. A friend asked if I wanted to buy a wrecked Fazer and I said yes because I had spare parts to repair it. When I started to repair the wreck I had a 1983 TT225 Yamaha with a blown motor sitting there and I trial fitted the seat, rear fender and it seemed easy to fit those parts. Then I fitted the front end off a YZ250, which I had bought to install on my XT550 but hadn't yet gotten around to. A call to a friend and neighbor located two rear SW shocks, which were three inches longer than stock as well as a skid plate from an XT500 which he happened to have. The rear wheel is from an FZ750, 18" mag that fit without anyodification and I lowered the gearing by using a front sprocket from a GSXR. Many hours were spent installing all these various components, but the bike was really starting to take shape and looked good to boot. Finally I was finished, bought a battery and tried to start the bike and found the motor was seized. The accident it was involved in had actually broken the right side outboard carburetor, pieces of which had fallen down in to the motor through the open intake valves and the piston, valves were destroyed. I had a spare Fazer motor with a blown out-put shaft bearing, which I dismantled, as well as the engine in the frame and made up a motor from the best pieces of both motors.

The Dirt Fazer, Manny (who looks alot like Andre the Giant) and an unamed friend. Note the dual Supertrapp exhaust.

When I had finished it started right up and ran fine. I took it on a small shakedown ride to my brother's house and found it to be a wheelie machine. Just accelerating hard in any of the first three gears was an automatic, controlled and very impressive wheelie but I still had no idea it would work in the dirt. A few weeks later I tried trail-riding it. At this time I was using the radiator from an RZ350 (it's all I had) with no fan. This wasn't a problem when moving quickly but I quickly found out that it would overheat quickly slogging through trails. That first time I had to stop every 15 minutes to let it cool. One of my buddies on that ride gave me a radiator from an EX500 Kawasaki complete with a fan. It worked great, was compact (important for clearance with the 21 " front wheel at full compression), and the bike no longer overheated because the fan would come on and lower the temperature when needed. I was so pleased with the front wheel traction and ease of riding, very good low end torque d just generally a pleasant although heavy bike to ride that I took it to Parent in 1995, a month after I had built it. It got me there in style and very quickly and this was where I found it to be awesome in fire roads, sliding controllably at high speed (120 MPH). I was in love.

The next day I took it on tight, technical trails and found it to be a handful at plonking speed because of its weight and high center of gravity although it got through everything just slower than other bikes. When I came out of the tight section I was so happy to be going fast again that I became too confident and blasted down this open trail at 70 MPH and then I found that heavy bikes don't stop too quickly in dirt. A corner came up and someone had fallen on the outside and I decided that I was going to try to stop. I almost made it but dropped into this small gully at a walking pace, went over the bars and broke my right collarbone. It wasn't too bad, the bike was completely undamaged and I didn't go into shock so I rode it out to the logging camp that was our destination. My buddy, on my XR250, shows up 45 minutes later being towed. The XR seized the crank. We decided that I would tow him on easy dirt roads back into the town of our departure but we took a wrong turn and ended up on the same trails as everyone else on the dual sport ride. I, with a broken collarbone, towed my friend Guy on the XR250 with my Dirt Fazer for seventy miles on trails with stream crossings, sand washes, rocky uphills and

(Continued on page 16)

EVENTS

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For more information, call Gino Pokluda at 505-281-9886 or check the *Dual Sport News* web page at www.dualsport.org

There will be a small fee this year to help pay for expenses of the Get-Together.

Touratech Aluminum Panniers

When Craig at Ride West BMW contacted me and offered me the opportunity to try out a set of Touratech aluminum panniers for a few months, I was less than enthusiastic, but decided to try them anyway. Having experimented with Givi hard side cases, before, I had pretty much come to the conclusion that soft bags were by far the most versatile means of carrying cargo on a motorcycle. The problem with soft luggage is that although it is cheap and adaptable, it is not very secure which makes it a bit sketchy for hauling valuables and leaving the bike unattended. Soft bags also do not protect contents in the event of a tip over. This is were hard luggage excels in the world of touring. With that in mind, I agreed to test the Touratech setup.

Touratech aluminum panniers are of the plain box variety, that is they do not have any angles or aerodynamics designed into them, although Touratech does make a special box that has a muffler indent for the BMW R1100GS. Standard Touratech boxes are available in two sizes, a 41 Liter and a 35 Liter, and, since they are basically big aluminum boxes, are universal, and will fit onto just about any thing that has a rack. The boxes load from the top with a lid that has a tongue and groove seal enhanced by a silicone sealing ring. Each lid also has four strong metal tie-down loops attached to it while each box has two large clasp style latches, one on each side. Although, the latches are stout and have a safety lock that will prevent them from springing loose on impact, they do not have a key lock on them. Each latch does have an eye that will accept a ¼" shank pad lock for security. When closed, they are completely waterproof as proven by my 1200 psi pressure washer test.

Ride West strongly recommends using Hepco-Becker side racks for securing the panniers to the motorcycle. While these racks are a bit more pricey than the Five-Stars equivalent, they are made of thicker tubing and Hepco-Becker makes side racks for just about anything with two wheels including the smaller dual sport machines. Hepco Becker side racks are also very complete, including turn signal relocater brackets and quality hardware. The side racks are designed to fit as closely to the bike as possible, so the left side of my KLR could take a 41liter box while the right (muffler) side would allow the use of a 35 liter box in order to keep the box/bike arrangement balanced. The rack hardware delivered for my KLR650 did require some modification in order for the racks to mate correctly to my bike. I had to fabricate two spacers for the left side to get the rack aligned correctly. The right side rack did not require modification and will work with all after market mufflers.

The panniers attach to the racks via a wonderfully simple yet very strong mounting system made by Touratech. This kit consists of thick composite biscuits that are mounted to the aluminum box and then slide into the frame of the side rack and secure from the inside via a very big thumb wheel which can be operate by a gloved hand. This system allows for quick release (about 30 seconds) of the box from the side rack.

Installation of the Hepco Becker racks was straightforward and took the better part of three hours, which included the fabrication of the spacers and adding wire to the turn signals to reach the relocaters. Mounting the quick release hardware to the bags also took about three hours and requires a lot of measuring. Touratech supplies a template with the quick release hardware, don't use it! I simply had someone hold the bag up against the rack until I got it positioned where I wanted it and made alignment marks on the box. I then removed the rack from the bike, lined it up on the marks and drilled the appropriate holes for quick release system. This may seem a bit tedious and time consuming, but it yields a perfect fit.

Once installed, I had aluminum panniers that operated perfectly and actually looked quite bold on a dual sport despite the 42" width. The great thing about these panniers is that they can hold a lot of stuff. The bad thing about these panniers is that they can hold a lot of stuff. You will have no problem overloading you machine, especially if put them on a 650cc or smaller bike so discipline yourself to pack light. To test the racks and boxes, I loaded eight one-gallon milk jugs filled with water into the large box and 6 into the smaller box for a combined weight of about 100 pounds. Then, I went riding on rutted dirt roads. Don't try this at

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... Touratech

(Continued from page 15)

home. The boxes and racks held up with no problems what so ever.

If you do not like attracting crowds, do not mount aluminum panniers on your dual sport. People immediately think you have traveled the world when you have these things on your bike. You will also get plenty of wise cracks as I did on several occasions. "Do people ever mistake you for a car?" or "Is that a Gold Wing wannabe?" Jokes and snickers turn into opened mouth amazement as I pull six bags of groceries, a gallon of milk and bag of kitty litter from the boxes, however. Other riders also begin to depend on you when you go for a ride with them as I learned on several occasions. "Hey Gino, are you going to have the boxes on your KLR, I want a place to store my rain suit, jacket, water and snack on the ride today."

If the Touratech boxes weren't versatile enough, the addition of their custom bag liners pretty much ices the cake. The bag liners are nicely finished with a large flat side pocket, a sturdy handle and provisions for a shoulder strap. They will keep your cargo from the blackening caused by raw aluminum an provide exceptional loading and unloading convenience.

Aluminum panniers are not for everyone, especially these large box shaped units. If you are looking for the most effective and efficient way to carry a large amount of cargo –especially large bulky items- however, these are the only way to go. They have excellent workmanship, are very durable and offer security when fitted with locks. When used in conjunction with Hepco-Becker side racks and the Touratech quick release system, they offer unequaled carrying capacity for virtually every dual sport made. The complete Touratech pannier set up which includes two aluminum boxes, the Touratech quick release system, and Hepco-Becker mounts sells for about $900.00. Call Craig at Ride West BMW 888-527-7433.

... Home Grown

Manny's street bike, a Fazer, and his.. (ahem) dirt bike, a Fazer.

(Continued from page 13)

rutted downhills. We made it and the next day I rode on a trailer seated on my XR250 while Guy got to experience the Fazer on the way home. He had ridden in the dirt only a few times before and found the Fazer to be easy to ride.

Three weeks later, after changing for appropriate tires, I entered it in a three hour endurance race at our local race-track. I was doing OK in the rain when a rider in front slowed too much, in my opinion, for the next corner and I touched his rear tire and high-sided. I wasn't hurt but the brake pedal punched a small hole in the clutch cover, which ended our race.

The following year I did the Mini Pine Enduro in the Province of Ontario. We were trail riding in the Ganaraska Forest when a couple of fellows told us of the Enduro the next day. We decided to enter it, and I finished eighth and my friend tenth because he burned the first two checks more than I did. Right after the Enduro it started being hard to start which I attributed to a tired motor and I parked it for a year until I could rebuild the motor properly. This year I did a leak-down test which showed that the valves were too tight and leaking. I did a valve adjustment and it has been fine ever since. Cost of rebuild: (0.00) since my local dealer exchanged the shims for free. I had the exhaust system built using twin stainless Supertrapps high on either side of the rear fender and using the stock collector. It looks trick, is a little loud but I love it. The only new components were a set of plastic Acerbis hand-guards and a UFO headlight and number-plate combo. I still have to figure a way to driva speedo because I currently don't have one. Maybe a digital speedo from a bicycle will work but I think it will be too fragile.

I have put about 10,000 miles on it since 1995, I know that's not much, but they have been very radical miles and a lot of that on the rear wheel only. I now own a stock and a dirt Fazer, an XT550 thumper for the dirt and an SRX600 thumper for the street. I am a happy man and when I need a bike to road-race I can always borrow one from one of my many way too trusting buddies.

HEAVY METAL

J. S. Desko

SPAM CANS

So you say your invitation to the Big Dog Ride just arrived in the mail. Or maybe this is the year you decide to go on the Elephant ride. Or perhaps you just bought Ten Years on Two Wheels, and now is the time to start gearing up for your "Around-The-World Adventure Tour". Or let's just say while kicking tires at the last rally those "Spam Cans" you saw hanging on most of the G/S's with the foreign license plates caught your eye. What ever it was that got you wondering "What's with all this metal luggage madness" anyway?

First off I'll admit to the all of the aforementioned excuses for hanging a set of Aluminum Boxes on my own long suffering R80 G/S, plus a few more I'll never send to print. In hopes of justifying my particular method of making an already heavy Dual Sport even heavier let me try to offer some practical reasons to go the metal luggage route.

My first exposure to metal panniers came when Helge Pedersen passed through Albuquerque on the American leg of his around the would adventure tour. A nasty clicking had developed in the engine in Helge's R80 G/S that needed attention. The local members of the LOEBMWR met to provide what mechanical as well as moral support we could. The story of the repair session is a future column in its self. While the work went on I burned a roll of film on "Olga" to gain as much info about the modification to her before and during Helge's Ten Years on her Two Wheels. A good third of the pictures were of the luggage that carried what it took to support a self contained tour of this scale. Helge had home built his own metal luggage and it seemed to be surviving very well. The only weak spot in the system appeared to be that the bags could accommodate more weight then the bike could.

Olga appeared to have more "third world weld" in place on the rear sub frame than original tubing. Although BMW's engineers can be rightfully proud of their Mono-Lever rear suspension Helge had added a second shock absorber to the single sided swing arm. The second shock was from automotive sources added to hopefully lengthen the service life of an after market Koni component. When I asked Helge "Why the Koni?" He said it was the only shock he found to last more than 30 days. Lesson #1 Just because the boxes can hold it doesn't mean the rear sub frame and suspension can.

After noticing the wear and tear my original luggage showed, from just on road touring and commuting I decided to do what the world travelers did, replace ABS with ALU. The big question was two-fold, what kind and where from? A brief survey of the world travelers I met showed no clear choice. Helge Pedersen, made his own possibly I could duplicate his design. Greg Frazier told me his were made by Bernd Tesch and would be difficult to come by on this side of the pond. A Swiss adventurer, Ingo Traber used Darr boxes. Closer to home Gino Pokluda favored Touratech. Jesse bags were still just a glimmer in Al's imagination. At the time the only domestic offering was Capital Cycle with Darr Expedition panniers or Hepco & Becker cases and mounts.

After a call to Capital the advice I received was no matter which cases I chose, go with Hepco & Becker mounts. Hal at Capital also offered that Hepco & Becker cataloged a set of mounts for the R80 G/S with a low mounted muffler. No source was indicated for this mysterious exhaust system and no one had ever seen the mount set. Without thinking this one all the way through, I placed the order. When the mounts arrived, they looked solid and well made. Since the riddle of

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... Trip Report

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in time for a relatively high speed run south then west to Tombstone and then into Bisbee just at dark.

Monday - Wash day. Since it was cold we decided to make a cord for John's electric vest so he could be a little warmer. By the time we were done with the chores it was noon and the sun was hot. We contented ourselves with a scenic dirt road tour of the Coronado National Memorial, the Huachuca Mts., the Canelo Hills, and the St. Rita Mts. ending with a 30 mile ride in the dark into Tucson on I-19.

Tuesday - We planned to visit my aunt in Tucson, but we were unable to contact her so we headed East through the giant Suguaro cactus to Redington and Cascabel. It was a great and scenic ride over the Rincon Mts. At Cascabel we stopped at the "Sun Station" for lunch. This is a well stocked small country store 30 miles from anywhere that is run by an interesting fellow (and two cats and a dog). We learned a lot about local politics and history at this stop. The freezer was stocked with meals from Sam's Club, so I felt right at home. After lunch we headed east with dark clouds forming behind us and a dust storm ahead of us. We arrived in Winston again and decided to stay there even though it was only 3 pm. We tried a different motel this time, on the east end of town. The Rite-way is recommended. Nice, clean, well cared for and only $5 more than the not so nice place. Just as we got into the room it started to rain, but it quit after a while. We did a little shopping and ended up at an old fashioned dryoods store where John replaced the shirt he left in the dryer in Bisbee. The owners gave us good dirt road advice, more history and more politics. The Commercial in Winston. A good place to shop.

Wednesday - Cool and variably cloudy weather greeted us. To get an early start we had the second of two fast food meals and headed north on a dirt road recommended to us in the dry goods store. Our goal was Klondyke and maybe Aravaipa in the Aravaipa Valley. As we approached Klondyke we rode through several showers, but we made it without getting too wet. The store in Klondyke was open 9-1 on Monday, Wednesday and Friday....except this Wednesday. We had trail mix on the rickety porch and watched the clouds roll in. We decided to skip Aravaipa and head over the Pinaleno Mts. Toward Safford. We hit a little more rain, but not much and made it to Safford for a late lunch.

After eating, Clifton looked possible and we decided to take the "Black Hills Byway". This is a quite scenic drive on a sometimes challenging dirt road for about 25 miles. It must have rained hard on the last part of the road because there was MUD. We took on so much mud that we each needed two passes in the Clifton car wash to get most of it off. It was dark when we got to Clifton.

Thursday - This was the day for Doubtful Canyon, which was part of the BSL. From Clifton to the road to Doubtful Canyon we became unsure of our position several times and found that several of the roads on our maps did not exist, but with the aid of the GPS we were never really lost.

There is a narrow strip of land that has locked gates about in the middle of the road through Doubtful Canyon. There is not much of interest on this strip of land. We know. You can do most of the canyon by going north out of Steins and up the canyon to the gate, retracing you route to Steins, taking I-10 to San Simon and going up the west side of the canyon and back out again. That's not what we did, but you can do it that way. On the west side you spend some time in a pretty but narrow part of the canyon with vertical walls. Just like the ambush scenes in the movies. Steins is a ghost town that is right on I-10. We stopped there and visited with the lady who owns the property. Tours are available. As the sun went down we arrived at the famous Holiday Motel in Lordburg ($27 with Johns "retired military" discount).

Friday - Our last day on the bikes. It was snowing as we left the motel. We had 30's most days but this was our first morning with falling snow. We took I-10 toward Deming with a couple of detours looking for parallel dirt roads. As soon as we could we got off the freeway, but after Deming we had another 40 miles of state highway to get to the ghost town of Lake Valley. There were no food vendors near Lake Valley, so we lunched on trail mix again and then headed north for the famous Tierra Blanca Creek Road. This is the road that the ill-fated Harral Chastain party spent days looking for in the winter of '97. It was a great but challenging road. Good scenery, steep hills, rocks and sand. The Chastain party was looking for the eastend of the road. We started on the west end, which starts at a ranch site that is apparently un-inhabited. When the GPS told us we were at the east end of Tierra Blanca Creek Road we saw why the Chastain party couldn't find it. The last three miles on the east end are in a dry wash full of deep sand. It doesn't even look like a road. After the creek road we shot down to Sam's in Las Cruces where we sucked our route from the GPS only to learn that we had been off the main road part of the time. It was still a good ride. Two days in the van returned us to the Minnesota reality of deep snow in the driveway.

General trip comments

We covered about 1500 miles. Most days started in the 30's and peaked in the 50's. Except for the resultant mud, rain and snow caused no problems. We were never really cold.

Lessons learned

The GPS is a great tool. Use lots of waypoints in the GPS, you'll miss less turns. Don't believe the map. Don't believe the locals. (Trust but verify.) Three maps are better than one. Avon Gripsters work well in everything except deep sand and mud. Chen Shin Dualsports work better than Gripsters in deep sand and mud and almost as well in all other conditions. You don't need to change you T-shirt every day.

READER FEEDBACK

Gino,

Congratulations on your new Dual Sport newsletter. I enjoyed every part of the first issue and can appreciate all of the work you put into it. The newsletter in this new format will certainly bring you a lot of well deserved success. Let me know If I can be of assistance to you, or if you are
interested in evaluating any Aerostich or Riderwearhouse items in future issues.

Again, congratulations on the newsletter. It has been needed for a long time, and I enjoyed every word.

Andy Goldfine
Aerostitch Rider Wearhouse

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Hi Gino,

The new format looks great! Even though I own a KLR650, it's worthwhile to see how the other half lives, or should I say rides. The Brand of bike isn't what matters, only the length of the trail. Please renew my subscription.

Bill Hulstrunk

Bill and Andy,

Thanks for the vote of confidence. Much of the credit goes to the people who contributed to that first issue, J.S. Desko, Elden Carl, Tom Myers, Rex Hefferan, Steve Johnson, Bill Wright, Jake Jakeman and Juan Villareal to name a few. Many other readers also feel the same as we lost only 2 subscribers and gained well over 200 in the first month alone! We're off to a good start, lets keep that dual sport material coming. -Ed.

...Heavy Metal

(Continued from page 17)

the low mount exhaust had not yet solved its self, the mounts started collecting dust in the far corner of my garage.

For those of you wondering, "Low Pipes?" A little history follows. The G/S range likes to trace it's roots back to the Paris to Dakar bikes, which did rather well despite their low mount exhaust system. Why then the high mounted muffler on the production machines?

Some reasons come to mind; first, also new for BMW in 1981 was the Monolever single-sided rear swing arm. If at the design stage the marketing department had any say, lets bet someone suggested it might be easier to show off Monolever in the advertising if we could just get that muffler up and out of the way. But what about the room for the left-side saddle bag? Panniers on a dirt bike? But BMW has always offered luggage as an add on accessory; well one should be enough, and we still have the right side.

After the '81 production run, even with high mount muffler still firmly in place the market demanded and got a left-hand box, maybe briefcase would be more accurate. One practical reason does exist for the high pipe. Imagine for a moment you stall the bike in the water crossing during the "Photo Op" at the Big Dog. The horizontal cylinder lay out dictates low exhaust spigots, so if the engine stops and the muffler is underwater it's engine full of water time. Even a high muffler will allow this if a tip over to the left occurs.

Lesson #2 Confine your rides to the Sahara where waters is scarce or be very careful crossing streams, high or low pipe. I did finally come up with a suitable exhaust system and installed the Hepco & Becker bag mounts. In order to tuck the Super Trapp muffler I used as far out of harms way as possible, I made a compromise. Mounting the muffler in behind the left foot peg now requires it to be removed to take off the rear wheel. Loosening one clamp and the muffler slips right off, by the way don't forget the gloves if the engine has been running. What did I gain after all this fooling around? About a 30% increase in luggage capacity with no increase in overall width.

A fellow at the BMW National Rally in Connecticut observed it seems like a lot of trouble for such a little gain, he is probably right. While running the BMW luggage the benefit is questionable. The whole point of the drill comes when installing the Spam Cans, now they are equal sized, more capacity, and better balance. I do prefer this versatile system that allows changing between ABS for around town work ALU for the long haul over hard-mounting to only one set of boxes.

Remember Lesson #1 and if at all possible, resist the temptation to over load, the frame and suspension will thank you. At this point you might be asking yourself about the down side of this approach (no pun intended). After two Big Dog Rides and many off-road miles I have yet to find ever minor damage to the aluminum muffler canister. In future issues we willgo into the building of the exhaust system and mounting the luggage. I almost forgot! What boxes did I choose? I went with the Darr Expedition panniers. Why? That is a whole column in itself. A note about the picture another Big Dog and you can see the muffler completely under water with no ill effects.

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Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

For Sale: 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. Two almost new stock shocks for sale. Set of wheel with Buchanan stainless spokes and nipples (1.85 front rim). Elden Carl 619-440-2960

Wanted: Corbin Seat for KLR 650 (1995). Prefer black naugahyde. John Wilson 918-749-9299

Wanted: KLR650 to replace my crashed KLR. Must have low miles, be in good shape and be priced around $1,000.00 Call Jerry Young 541-382-4763

Wanted: DR650 Suzuki engine, any year. Jim Platek 405-377-7852
For Sale: KLX650, 1994 super clean with extras. $3200. Jim Platek 405-377-7852

For Sale: 1998 KLR650. 5K highway miles, Dynojet kit Stage 1. Chris in San Antonio, 210-846-2667

Wanted: Corbin seat for KLR650 Call Mike Mundell 515-967-4001

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